(c) The Government does not compare the airlines in terms of quality of service.

Ground handling functions at Metro airports

3716. SHRI PRAVEEN RASHTRAPAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of ground handling functions at six metro airports;

(b) what is the procedure adopted to hand over such functions to private operators; and

(c) whether it is a fact that the extra charge are being collected from passengers for ground handling etc.?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) As per the new Ground Handling Policy to be effective from 1.1.2009, at the six Metro airports namely Delhi, Mumbai, Chennai, Kolkata, Bangalore and Hyderabad, agencies authorized for ground handling would be — the airport operator itself or its Joint Venture Company, subsidiary companies of national carrier (National Aviation Company of India Limited) themselves or their Joint Venture Companies, and other agency selected by the airport operator through competitive bidding process.

(c) Airlines pay for ground handling charges to the service providers according to their internal agreements. Such charges are not controlled by the Government.

Mode! concession agreement for Bangalore/Hyderabad airports

3717. SHRI GIREESH KUMAR SANGHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether having faced rough weather over the concession agreements regarding the Bangalore and Hyderabad airports, the Centre has agreed to release a "Model Concession Agreement" to make future accords less controversial;

(b) if so, whether the model pact will be issued immediately; and

(c) if so, to what extent it has removed the controversy?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) No, Sir.

(c) Does not arise.

Difficulties at new airports

3718. SHRI PRAVEEN RASHTRAPAL: Will the Minister of CIVIL AVIATION be pleased to state:

the details of privatisation of Metro airports and Green Field airports and date of such change;

whether he is aware of many difficulties to passengers at new airports recently inaugurated at Hyderabad; and

what actions are proposed to improve the situation?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Airports Authority of India (AAI) has entered into Operation, Management and Development Agreement (OMDA) with M/s Delhi International Airport (Private) Limited (DIAL) and M/s Mumbai International Airports (Private)Limited (MIAL) for modernisation of Delhi and Mumbai airports respectively through Public Private Partnership (PPP). These airports has been handed over to the Joint Venture Companies on 3rd May, 2006.

Government of India (GOI) has signed Concession Agreement with M/s Bangalore International Airport Limited (BIAL) on 5.07.2004 and with M/s Hyderabad International Airport Limited |H1AL) on 20.12.2004 for construction of new greenfield airports at Bangalore and Hyderabad respectively through PPP. The new airport at Hyderabad became operational on 23.03.2008.

(b) and (c) Government is actively pursuing with the State Government to ensure better connectivity to the new airport.

Separate runway at Delhi airport

3719. SHRI JESUDASU SEELAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether his Ministry is aware of growing number of near misses at Delhi Airport caused by two planes being allowed to take off almost simultaneously from the two merging airstrips and then heading towards a collision course over Dwarka;

(b) if so, whether December, 2007 and January, 2008 alone have seen two such incidents with 20 cases being reported in the last one and a half years; and

(c) if so, what are the main proposals Government considers for separate runways for landing and take off at Delhi airport to avoid collision?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) There were two incidents of air-proximity on 11th and 17th December, 2007 and none in January, 2008. There were total 5 such cases reported in 2006 and 2007.

(c) Segregated mode of operation, wherein one runway is used for arrivals and other runway for departures, has started since 25th December, 2007 at the IGI Airport, after which no incident of air-proximity has been reported.

Single window clearance system for airports

3720. SHRI SANJAY RAUT: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it has been decided to allow airports within 150 kilometre if the existing ones in future under the single window clearance policy, while seeking potential to have more than 500 airports in the country;

(b) if so, what are the salient features of the single window clearance policy; and.

(c) the details of steps taken or proposed to be taken on single window clearing system policy so far by the Government?